

Port of Oakland

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Located in Alameda County on the eastern shore of San Francisco Bay, the Port of Oakland (Port) is an international gateway and an economic engine for the region, while also being known for its innovative environmental programs. Established in 1927, it was the first port on the U.S. West Coast to pioneer containerization. It is closer to Asia – a major trading partner – than the southern California ports by 300 nautical miles. The Port is an independent department of the City of Oakland and is managed by the Oakland Board of Port Commissioners. It funds its own operations, receives no local tax dollars from the City, and supports businesses that return millions of dollars in tax revenue to the City and State. It supports more than 703,000 jobs regionally and tied to nearly 827,000 jobs across the country. The Port was designated by the U.S.

Department of Defense as one of 16 National Strategic Ports, because it has the infrastructure necessary to provide rapid military deployment. The Port owns and operates Oakland International Airport, commercial real estate (including Jack London Square), and hundreds of acres of public parks and conservation areas.



PORT INFRASTRUCTURE

Channel depth	50 ft. (Dredged annually)
Maritime area	1,300 acres
Port area ¹	16,000 acres
Marine terminals	7 (771 acres)
Deepwater berths	20
Waterfront	20 miles
Intermodal Rail	2
Cranes	36 (31 Post Panamax)

PORT TRADE CHARACTERISTICS

<u>IMPORTS</u>	<u>EXPORTS</u>
Furniture	Fruit
Plastic ware, tiles	Nuts
Computers	Beverages
Data processing	Meats
Machinery/parts	Machinery
	Lumber

MAJOR TRADING PARTNERS

PERCENTAGE

Asia	81%
Europe	3%
Domestic (Hawaii & Guam)	14%
Australia/New Zealand & South Pacific Islands	2%

- 5th busiest container port in the U.S.
- 3rd busiest port on the U.S. West Coast
- 4th deepest West Coast port after Long Beach, Los Angeles, and Tacoma
- 2.3 million import/export TEUs (2010)
- Exports exceed imports
- Container volume up 14% (2009 to 2010)
- Port handles 99% of containerized goods moving through region
- Port signed 50-year terminal operations lease with Ports America Outer Harbor
- Port is a landlord Port, not an operating Port

¹ Includes airport, commercial real estate, parks & conservation areas

PORT TRADE CHARACTERISTICS (CONT.)

- Port operates daily 8:00 am to 5:00 pm
- Imports/exports valued at \$41 billion (2011)
- Handled over 2.3 million TEUs (2011)
- Port revenues: maritime 50%, aviation 46% and 4% commercial real estate (2010)
- Launched “Export Promotion Initiative” to increase demand for U.S. agricultural products abroad (2012)

MARINE HIGHWAY PROJECT

The California Green Trade Corridor/ Marine Highway Project will use barges to move cargo along inland waterways, creating an environmental friendly alternative to conventional freight and cargo movement by trucks and rail. On 2-17-10, a \$30 million TIGER I grant was awarded to the Oakland, Stockton, and West Sacramento ports to upgrade their port facilities and purchase the equipment needed for a container-on-barge service. Analysts predict this service could eliminate 180,000 truck trips on I-580, I-80, and I-205 corridors; save approximately 7 million gallons of fuel annually; and improve air quality. The Port has purchased two barges from Seattle and estimates these ships will do two trips every week with approximately 300 containers on each barge. Project is due to set sail August 2012.

MAJOR PORT PROJECTS

- Outer Harbor Intermodal Terminals (OHIT) – Proposed intermodal rail terminal complex to be located on 160 acres of the former Oakland Army Base (OAB), now part of the Port. OHIT will provide a high-density, green intermodal terminal, trade and logistics facilities, marine terminal improvements, and a grade separation connection between intermodal and marine terminals. (Prop. 1B, TCIF)
- I-880 Reconstruction, 29th and 23rd Avenues – Replace overcrossing structures and ramp improvements (Prop. 1B, TCIF/SHOPP)
- Rail Project – Proposed project to develop Phase I Intermodal Rail Project on the former OAB. (TIGER 2012 Grant Application)
- Shore Power Project is currently underway (\$90 million)

Intermodal Connections

Access Routes

I-80	North and eastbound
I-580/I-238	Eastbound
I-980	Eastbound
I-880	Southbound

Truck

- Federal Highway Administration identified I-80 at I-580/I-880 (Bay Bridge approach) as among the worst freight bottleneck in California’s supply chain.
- The Port has a Maritime Comprehensive Truck Management Plan to address multiple concerns around drayage trucking including safety, security, environmental concerns, traffic congestion, and pavement issues.
- The OIG featuring loading/unloading track, storage, and container parking, eliminates the need to truck containers between the Port and the BNSF terminal in Richmond, 12 miles away.

Rail

- UP and BNSF primarily provide double stack intermodal (container) or trailer-on-flatcar service for maritime cargo over the Donner route. BNSF also uses the Tehachapi route, which ties into their transcontinental route serving Chicago, Kansas City, and Memphis.
- The Oakland Terminal Railway short line (owned by UP and BNSF) serves the Port with ten miles of track.
- The main rail project is on the Port’s portion of the former OAB. This redevelopment project includes improved rail service capable of handling increased container-cargo-based transfers and warehouse activities.

MAJOR PORT ISSUES

- Seaport security
- Navigation maintenance - channel dredging
- Intermodal road and rail access
- Air quality
- Secure funding and financing
- Port is running at approximately 50% of capacity, due to economic downturn

CALTRANS FOCUS AREAS

- Containerized cargo growth is expected to generate substantial truck and rail traffic. North-south rail capacity is bottlenecked
- Freight congestion (capacity, safety, and bottleneck issues on I-880, I-580, I-238 and I-80)
- Environmental and community issues
- Better port access truck routes are needed

Freight Planning Fact Sheet

KEY PLANNING & PARTNER AGENCIES

- Metropolitan Transportation Commission
- Association of Bay Area Governments
- Bay Area Air Quality Management District
- California Air Resources Board
- California Department of Transportation
- U.S. DOT Maritime Administration
- U.S. Army Corps

MAJOR PLANS AND STUDIES

Plan Bay Area--Regional Transportation Plan, March 2011, Metropolitan Transportation Commission (MTC), http://onebayarea.org/plan_bay_area/

A Bold Vision – Redeveloping the former Oakland Air Force Base by City and Port (2010), <http://www.portoakland.com/pdf/BoldVision.pdf>

Port of Oakland Strategic Plan 2011-2015, October 5, 2010, http://www.portoakland.com/pdf/StrategicPlanDraft_FY_2011-2015.pdf

Maritime Air Quality Improvement Plan, April 2009, http://www.portoakland.com/envirom/prog_04c.asp
Change in Motion –Transportation 2035 Plan for the San Francisco Bay Area – Final April 2009, http://www.mtc.ca.gov/planning/2035_plan/FINAL/T2035_Plan-Final.pdf

Goods Movement Initiatives 2009 Update (MTC), February 2009, http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035_Goods_movement_update.pdf

Goods Movement Land Use Project for San Francisco Bay Area – December 2008 (MTC), http://www.mtc.ca.gov/planning/rgm/final/Final_Summary_Report.pdf

San Francisco Bay Area Seaport Plan, MTC and San Francisco Bay Conservation and Development Commission (BCDC), January 2007, <http://www.bcdc.ca.gov/pdf/planning/plans/seaport/seaport.pdf>

Regional Goods Movement Study for the San Francisco Bay Area – Final Summary Report, December 2004, MTC, <http://www.mtc.ca.gov/pdf/rgm.pdf>

The Port of San Francisco Waterfront Land Use Plan, Adopted by Port Commission 1997, <http://www.sf-port.org/index.aspx?page=199>

San Francisco Bay Area Seaport Plan and the Metropolitan Transportation Commission, April 18, 1996, <http://www.bcdc.ca.gov/pdf/planning/plans/seaport/seaport.pdf>

SOURCES AND ADDITIONAL INFORMATION

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Association of Bay Area Governments (ABAG), <http://www.abag.ca.gov/>

American Association of Port Authorities (AAPA), <http://www.aapa-ports.org/home.cfm>

Bay Area Air Quality Management District (BAAQMD), <http://www.baaqmd.gov/>

California Air Resource Board (CARB), <http://www.arb.ca.gov>

Caltrans Office of Truck Services / Maps, <http://www.dot.ca.gov/hq/traffops/trucks/>

California Ports, <http://www.californiports.org/>

Caltrans Goods Movement Internet Site – <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>

Center for International Trade and Transportation (CITT) – <http://www.amp.csulb.edu/ccpe/citt>

Export Promotion Initiative: <http://www.portoakland.com/newsroom/pressrel/view.asp?id=261>

Marine Highway Program – http://www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhi_home.htm

MTC, Regional Goods Movement Study for the San Francisco Bay Area, <http://www.mtc.ca.gov/planning/rgm/>

TCIF: http://svdtsucp.dot.ca.gov:8084/bondacc/documents/Fiscal_Year_2008_CPMSGP_Summary_of_Projects.pdf

Transportation Investment Generating Economic Recovery (TIGER) Grants, U.S. DOT, February 17, 2010 – <http://www.dot.gov/documents/finaltigergrantinfo.pdf>

World Port Source – http://www.worldportsource.com/ports/USA_CA_Port_of_Oakland_231.php